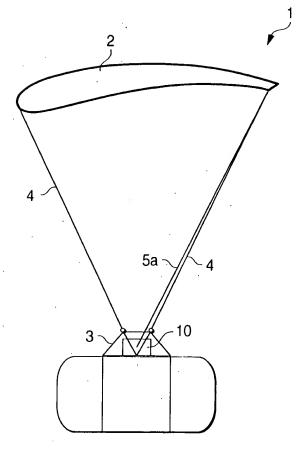
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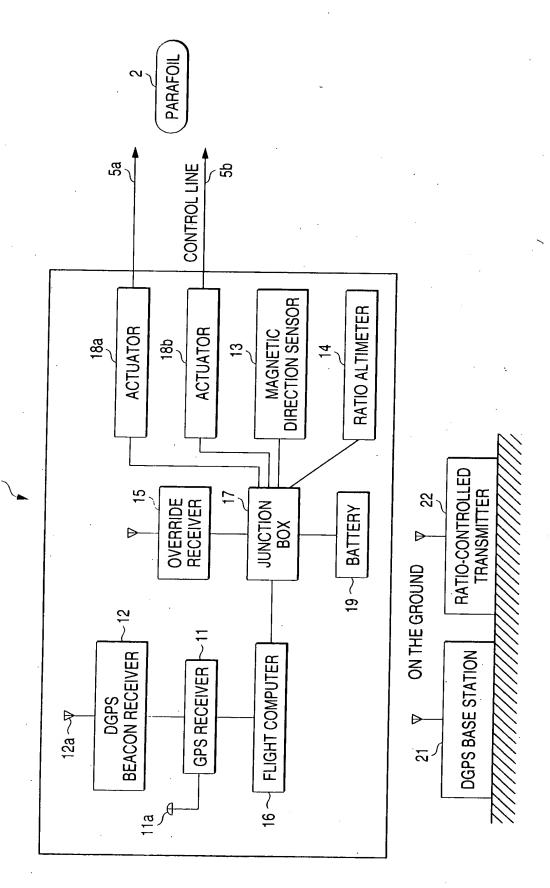
FIG. 1



3495.

FIG. 2

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FIG. 3A

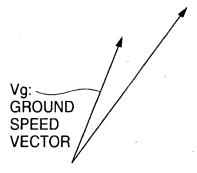
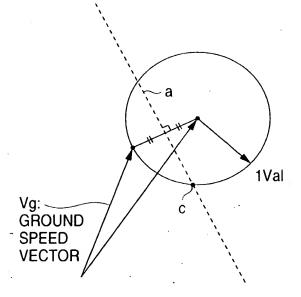


FIG. 3B



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FIG. 4

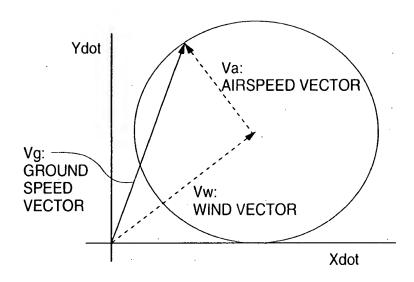
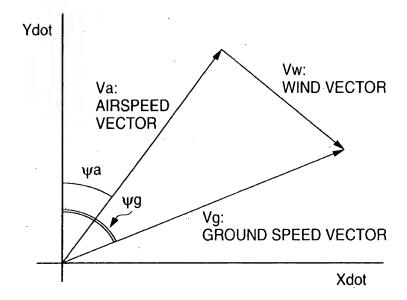


FIG. 5

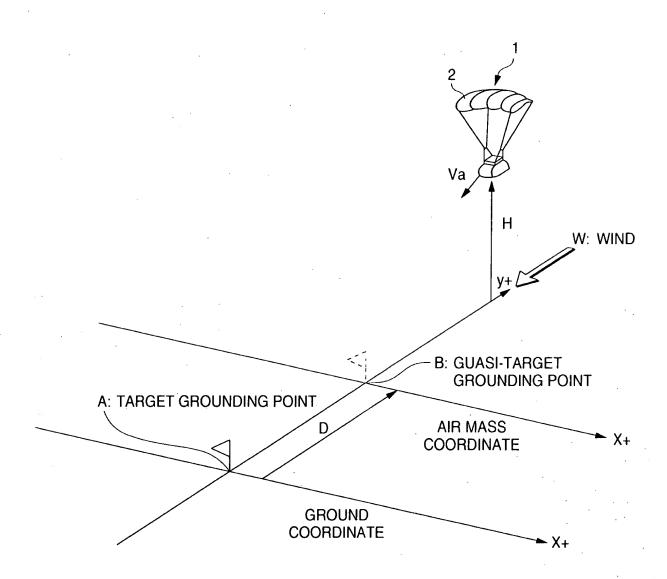


APPROVED O.G. FIG.

BY CLASS SUBCLASS

DRAFTSMAN

FIG. 6



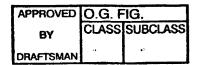


FIG. 7

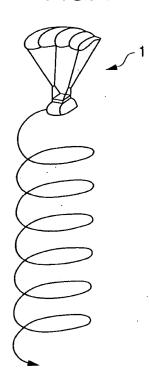
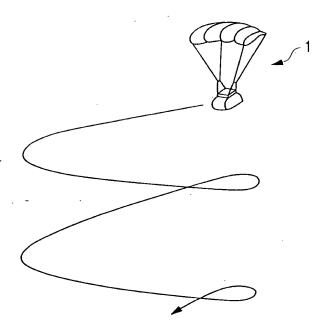
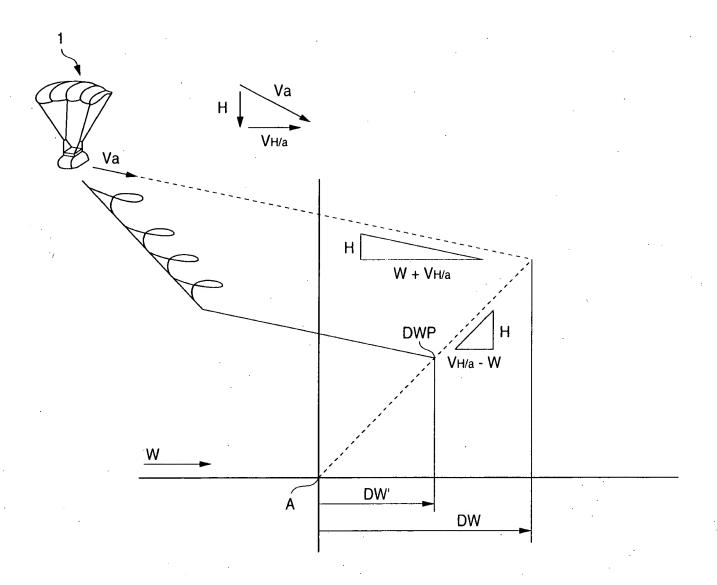


FIG. 8



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FIG. 9



APPROVED O.G. FIG.
BY CLASS SUBCLASS
DRAFTSMAN

FIG. 10 WIND EXISTS OPEN THE PARAFOIL IN PREDETERMINED AREA OF WINDWARD GROUNDING POINT - S2 ESTIMATE WIND VELOCITY AND WIND DIRECTION DETERMINE THE LANDING FLIGHT PATH APPROACH THE FLIGHT PATH - S4 WITH THE SHORTEST DISTANCE CHANGE THE ALTITUDE BY 90° ON THE FLIGHT WHEN THE ALTITUDE ADJUSTMENT - S6 IS REQUIRED, THE AIRFRAME TURN DESCENDING WHILE FLOATING ON THE WIND ~ S7 DIRECT THE AIRFRAMING WINDWARD - S8 ON THE FINAL APPROACH POINT FLARE OPERATION AT THE FLARE ALTITUDE ~ S9 **LANDING**

FIG. 11

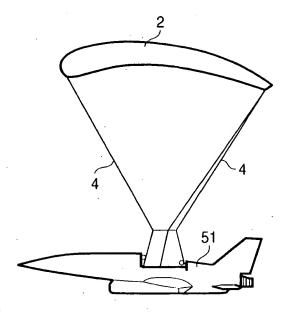
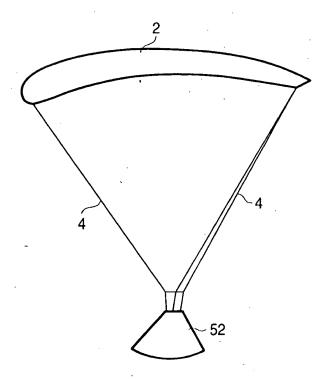


FIG. 12



-	APPROVED	O.G. FIG.	
	ВУ	CLASS	SUBCLASS
	DRAFTSMAN		

FIG. 13

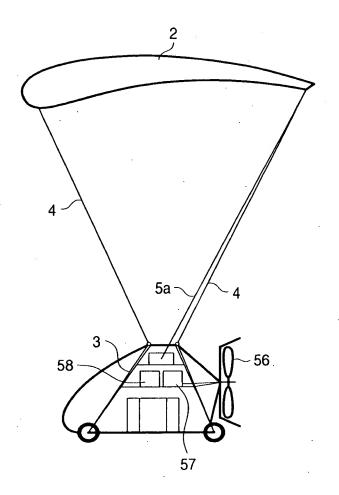


FIG. 14

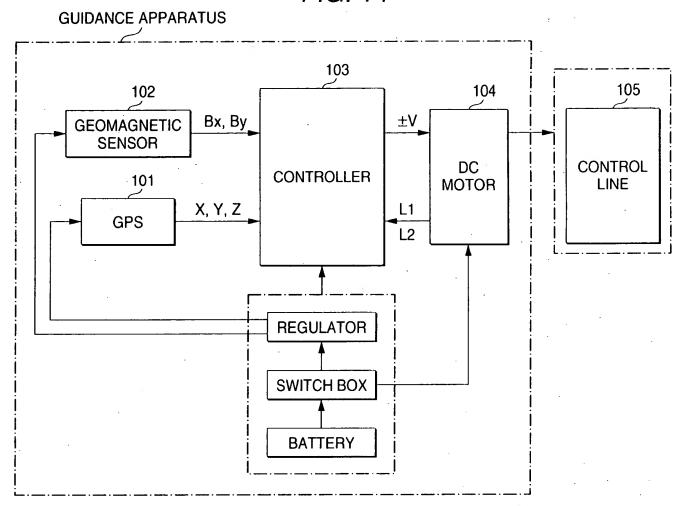


FIG. 15

